

WESTER PASSENGER TRAIN IS CRACKED; BURNS MAL CLERK'S BOB ALSO BURNS

ENTIRE TRAIN RUNS INTO DITCH, DUE TO SPREADING RAILS; MANY INJURED. CLOSE ESCAPES FROM DEATH Fire Breaks Out and All the Cars Consumed as They Lay Piled Beside Track.

Passenger train No. 1, running over the Mexico North Western line between El Paso and Chihuahua, which left El Paso Tuesday night at 6:30 o'clock, was wrecked 73 kilometers out of Juarez at 2:30 and the wreckage burned.

So far as known, none of the passengers or train crew were killed outright, but it is feared that the mail clerk, N. Varela, perished in the flames, which destroyed his car and its contents.

A few seconds after the wreck occurred Varela was seen in his car by some of those who were looking for injured, and was offered help, which he declined. Later, however, when a census of survivors was taken, he could not be found. The officials of the road believe he burned to death.

All are injured.

Of the 41 adult passengers and some half dozen babies in arms on board, few escaped injury of some kind—bruises from being bumped when the train turned over or cuts or scratches from flying glass, but the injuries for the most part were slight.

Jose Romero and R. M. Figueroa, the express messengers, were caught in the great mass of express matter with which their car was crowded and were severely cut and bruised. As it was to the express car that the fire started, which consumed the wreckage, the messengers were given first attention by crew and passengers. The latter had narrow escapes for their lives as the car doors had to be cut through and the flames resulting from the burning of the express car were making rapid progress toward the passenger cars.

When the train left the rails and began to topple over on its side, a panic naturally followed among the common passengers, but the cool-headedness of the train crew and the men passengers restored quiet quickly and in less than five minutes after the train had turned over, every passenger was out and the work of rescuing passenger baggage was under way. As the wreckage could be secured from the berth made up in the sleeper was commandeered and turned over to the women and children who were crowded into the open camp for the night. The women furnished by the blazing wreckage helped to make the night more comfortable for those who had no other clothing than those they were when they escaped.

Relief From Juarez.

When all had been done that could be done for the passengers, conductor William Kelly and an express messenger, Thomas Holmes, accompanied by Geo. H. Clements, a newspaper man, started for Juarez for relief. They were met by a fire engine where they secured a handcar, which they pumped till they met a southbound freight under conductor Peterson and engineer Durand at kilometer 73.

The situation was explained and the freight was backed to a siding at kilometer 72, where the injured were made up of the engine, caboose and two or three cars of valuable merchandise, run into Juarez, which was reached at 2:10 Wednesday morning. The officials of the road were notified and a relief train carrying a number of doctors was made up and sent to the scene of the wreck at 7 o'clock.

The relief train returned to Juarez shortly after 11 o'clock with the injured and the other passengers. Among the injured was Jose Romero, of Juarez, an express messenger on the train, probably the most seriously injured of any. He had a cut across the abdomen from which it is believed that his injuries will result, also several cuts on the head.

R. M. Figueroa, also an express messenger, had his knee bruised and was also cut on the head. His home is in Chihuahua and he is employed by the Mexican Express company.

G. Hernandez, Mexico North Western brakeman, who lives in Juarez, was cut about the head but otherwise was unhurt.

G. Heron, a waiter on the Pullman

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MEXICAN PAPERS NOT PLEASED at the Note Sent Madero and Orozco.

Mexico City, Mex., April 17.—No reply to the American state department's note calling on Mexicans to respect the lives of Americans in Mexico has been made by the department of foreign relations.

The note was discussed by president Madero and his ministers at a special cabinet meeting last night. At the conclusion of the meeting it was said a statement would be given later.

President Madero was quoted by El Imparcial as saying that in his judgment the note could not be considered as a "principle of intervention" citing as foundation for his belief the repeated protests received by Mexico of the friendship of the United States. The note, the president said, could only be explained as indicating a desire to demonstrate to Americans its wish to give them every protection.

The note constituted the first serious diplomatic question between the United States and Mexico to be taken up by the new minister of foreign relations, Pedro Gonzalez.

First Flash of Lightning.

Discussing assistant secretary Wilson's joint warning to president Madero and Gen. Orozco, El Pais, the official Catholic organ, said, directing its message to the revolutionists:

"This is the first flash of lightning of the north will not make the government responsible but the Mexican people, for any attempt against the rights, interests or lives of foreigners. It is not a moment to discuss the legality of such action, the first of the United States, the lightning is not discussed. He sure that if you do not respect the lives and interests you will be condemned as assassins of the fatherland."

"Bitter and Discourteous."

La Prensa, a conservative diplomatic note as "bitter, discourteous and impertinent."

In the conception of the editor, the paper international law requires a nation to give protection to aliens only so far as it is able and does not lay it open to any claims for damage to life or property which it willingly would protect with or without.

In summing up the action of the American government, La Prensa brands it as "despotic and overbearing" and as an attempt to protect American lives and interests by a sort of "civis romanus sum."

LETCHER HAS ALL RIGHTS RESTORED

Chihuahua, Mexico, April 17.—Gen. Orozco acceded to all the demands of American consul Letcher yesterday during their conference relative to the status of the consul in the future.

The consul must be relieved of constant espionage of his office and of carrying telegrams on official or unofficial business, whether in cipher or otherwise, must be transmitted without unnecessary delay; right of conference at any hour with the military command must be recognized; mail must not be interfered with or delayed; Americans must be guaranteed the right of appeal to their consul at all times and regarding the nature of the offense; the same rights must be given in general terms whether these prisoners be held incommunicado or not.

Consul Letcher brought up the subject about the holding up of American passengers on trains and relieving them of the responsibility for persons living out of the republic and in many cases tampering with their contents. Gen. Orozco expressed great surprise at it, later statement in which he called for the letters which had been confiscated by his detectives. Upon these he had his hands and feet were greatly shocked, he said, to find consul Letcher's statement was true. Some of the letters had been opened, including several official documents written by consul Letcher himself. Gen. Orozco said that it was strictly against his orders for confiscated letters to be opened and promised that it would not occur in the future.

APPROPRIATES MONEY TO DEFEND BORDER AGAINST MEXICO IF NECESSARY.

Santa Fe, N. M., April 17.—"Resolved, that it is the sense of this conference that a law be enacted to appropriate \$10,000 to be placed at the disposal of governor McDonald to expend as he deems necessary, in case of intervention by the United States in Mexico, to protect the New Mexico border."

This resolution was adopted at noon at a conference of governor McDonald, Adm. Gen. Brooks, the ways and means committee of the house and the senate finance committee on the satisfactory condition along the border.

House Members Get Busy.

The members of the house are about to go to work. A number of the representatives have received rather earnest communications from their interested constituency, urging them to remember that the general welfare of the nation is at stake and that they are to be protected by calm and judicious legislation, might have been the real reason for electing a not so far as it is able and does not lay it open to any claims for damage to life or property which it willingly would protect with or without.

The situation in the house is hard to understand by those who are not conversant with the facts. The split came over the resolution of the four members who were accused of soliciting and accepting a bribe. When a resolution introduced by Mr. Llewellyn, of Dona Ana county, these men were permanently seated, after having been denounced by a majority of the members present, the feeling was bitter. A good many members, together with their constituents, failed to realize that many men are of many minds; that every one cannot look through the same glasses—cannot view a set of circumstances as some others do; in short, those who felt the evidence proved the accused guilty beyond a reasonable doubt were loath to grant those who disagreed with them the right of voting as they conscientiously believed, because they did not vote as they did—to expel the accused. Anger took possession of many members, and unconsidered words were passed and, as indicated, the feeling ran high. But time, the old reliable healer, has been working quietly, and the prospect now is that the enactment of the machinery of the new state will be promptly passed.

Sidetracking Fall.

The only move in the house lately which partook of the political and brought into play the steam roller of the steering committee, was the resolution introduced by representative Chaves eliminating any further voting for United States senator at the present session. This resolution was duly sprung, promptly seconded, the

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TITANIC'S DEATH ASTOR, BUTT, STEAD ARE AMONG THE DEAD

Approximate Statement of Titanic Disaster

First cabin passengers aboard—325.
Second cabin passengers aboard—285.
Third cabin passengers aboard—710.
Total number of passengers carried—1320.
Members of the crew—860.
Total passengers and crew—2180.
Number of known survivors—868.
Number who probably perished—1312.
Total number of named survivors—328.
Approximately 20 life boats manned by seven members of crew each, 140.
Estimated saved steerage passengers—400.
Total—868.
Named survivors:
First cabin passengers—Women 141; men 63; children 6. Total 210.
Second cabin passengers—Women 97; men 16; children 10. Total 113.
Total number cabin survivors—323.

EASY DIVORCE ALL HOPE IS KILLED IN GIVEN UP FOR ARIZONA PASSENGERS

Phoenix, Ariz., April 17.—The Lovin bill providing for the granting of divorces after six months' residence in the state and four in the county, being modeled after the Nevada plan, was killed finally today, ending all chance of such legislation at this session.

A bill introduced in the house by Kelton, of Cochise, reducing the price to be paid for state printing from \$1 to 50 cents an inch.

Lewis, of Gila county, introduced a bill to establish kindergartens to provide free lunches to all children in public schools.

Lewis also introduced a bill to provide for the appointment of a state electrician at a salary of \$2500 and as many deputies as needed at \$1500 each. The appropriation was added so that necessities are exempt from attachment.

A Club for Corporation.

The Vorley bill providing for the submission to the electorate of a constitutional amendment granting to the state and its various municipalities the right to engage in industrial pursuits in competition with private capital has been approved by the senate and there is strong reason for believing it will eventually get through both houses. If it so does, it is certain to receive the approval of the governor since it is known to be part of the "progressive" program he has outlined and to the accomplishment of which he has been working ever since his inauguration.

Mr. Vorley declares the object of the bill is not primarily to start the state and the cities in business. It is, he said, designed for the protection of the people against inadequate service and unjust charges. From the tenor of his argument the chief object of the measure is to curtail the privileges of the public service corporations; but from the bill itself, it means what its language says, the state or any municipality may engage in any occupation that may be classed as an "industrial pursuit."

Railroad Headlights.

The Bradner bill requiring locomotives to have headlights is being considered by the house.

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Henry B. Harris, New York Theatrical Promotor, Victim Of Titanic Wreck

Philadelphia, Pa., April 17.—Six of the 33 Philadelphians known to have been on the Titanic are unaccounted for. They include George D. Widener, Harry Elkins Widener, William C. Dulles and C. Denno Williams.

Mr. Widener is the son of P. A. B. Widener, the Philadelphia capitalist. Mrs. George D. Widener was saved. Mr. Williams is a relative of the Cox family, wealthy coal operators, and was returning from Switzerland. His wife still is in that country.

Mr. Williams was greatly distressed with his inability to get news about his son or grandson. After trying all avenues of communication, he went to New York in the hope of learning something.

Among those rescued were J. B. Thayer, second vice president of the Pennsylvania railroad, his wife and son.

ASTOR, BUTT, STEAD ARE AMONG THE DEAD

None Others Saved Than Those on the Carpathia—The Names of All First Cabin Passengers Rescued Have Been Sent In—Notable Men Go Down to Ocean Grave that the Women and Children May Be Saved—Few Over 800 Persons Are Saved From Giant Liner Titanic Carrying Nearly 2200 People.

New York, N. Y., April 17.—"All women saved. On the Carpathia."

This wireless dispatch was received today from Mrs. Caroline Bonnell, one of the Titanic's rescued passengers now bound for New York on the Carpathia.

The message came to H. W. Bonnell, of Youngstown, her brother, stopping at the Waldorf-Astoria, from Mrs. Bonnell's uncle, on the Olympic.

New York, N. Y., April 17.—In faintest touch with the wireless station at Sable Island, the Cunard liner Carpathia with 868 survivors of the sunken Titanic on board, is creeping down the coast, making the best time for this port that foggy conditions will permit.

That more than 1300 persons, passengers and crew, had gone down with the giant liner is the belief that has grown into almost a positive conviction as hour after hour has passed and no additional favorable news has come.

It is estimated that approximately 140 members of the crew were saved, their presence to man the lifeboats being required to insure the safety of the passengers. An estimate of 400 steerage passengers saved completes the total of 868 which the Carpathia has made known she has on board.

As the lists indicate, the great majority of these are women. The names of only 79 men rescued have been given in the lists telegraphed from the Carpathia, whereas the names of 249 women appear in the tabulations. Of the 400 steerage passengers thought to have been saved, nearly all were women. The men among the passengers seemed largely to have remained to die that the women and children might be saved.

NO HOPE FOR OTHERS.

Little hope was entertained that the fishing schooner Dorothy Baird, which was passed in the vicinity of the Titanic disaster by the freighter Etanion, of the Phoenix line, had rescued any of the liner's passengers. Officers of the Etanion thought it probable that the schooner had returned to St. John's without knowledge of the disaster.

The names of John Jacob Astor, Isador Straus, the millionaire merchant; George B. Widener, of Philadelphia; Maj. Archibald Butt, and to president Taft; Francis D. Millet, the American artist; William T. Stead, the London journalist; Henry B. Harris, the New York theatrical magnate; Benjamin Guggenheim, and Col. and Mrs. Washington Roebling are among the more prominent names missing from the list of the saved.

MANY INQUIRIES RECEIVED.

Inquiries concerning their fate were being constantly made by callers at the White Star offices, and scores of telephonic and telegraphic communications were received from all parts of the country. President Taft instructed the company to notify him whenever they heard anything regarding Maj. Butt.

This morning the Marconi Wireless company reported that it had received no communication from the Carpathia and that if atmospheric conditions were favorable, it was expected to get in communication with the steamer through Siasconset station probably late this afternoon.

Mr. Franklin, of the White Star line, said he reckoned the Carpathia would arrive here early Friday morning, perhaps between 4 and 6 o'clock. The company had made every arrangement for the comfort of the survivors of the Titanic disaster, he added.

Scout Cruisers After News.

Speeding up the coast toward the rescue ship and hoping to get within wireless speaking distance of her before very many hours, are the scout cruisers Salem and Chester, ordered by the government at Washington to make all haste possible toward breaking the silence which so far has kept the survivors on the Carpathia from making known to the outside world the thrilling story of the Titanic's last hours afloat and the momentous happenings after she had taken her terrible plunge to the bottom off the grand banks of Newfoundland early Monday morning.

From the Chester at an early hour, this message came:

"Expect to be up with Carpathia within three or four hours."

The dispatch from the Chester stating that only the third class passenger list had not been sent ashore indicates that 175 first and 167 second class passengers lost their lives. With 729 of the crew probably lost, the total number of those who perished is estimated at 1312.

The injection of the scout cruisers into the situation, indeed, seemed to afford the only hope of opening up communication with the Carpathia until she reached the wireless zone of Siasconset, as she was apparently too far off shore and her wireless apparatus too weak to reach the Sable Island station in a way to admit of the ready transmission of messages.

List of Rescued Is In.

The following telegram was received today by the navy department in Washington from commander Decker, of the scout cruiser Chester, by way of Portland, Maine:

"Carpathia states that list of first and second class passengers and crew sent to shore. Chester will relay list third class passengers when convenient to Carpathia."

The message is taken to mean that the list transmitted by wireless from the Carpathia to the station at Cape Race, N. F., through the Olympic, contains the names of all the first and second class passengers rescued, and that John Jacob Astor, Maj. Archibald Butt, Chas. M. Hays, president of the Grand Trunk Pacific railway; W. T. Stead, the famous writer; Benjamin Guggenheim, the millionaire smelterman; Henry B. Harris, theatrical man; Isador Straus and the other notable passengers, all went down with the ship.

Says Only 700 Survivors.

The Camperdown wireless station at Halifax today sent the Associated Press the following dispatch:

"We are now in communication with Carpathia and in position to announce unofficially that the Titanic struck an enormous berg and sunk; over 3500 lost; 700 survivors, mostly women, on Carpathia."

The attention of the Camperdown station was at once called to the obvious error in figures which would give the total of lost and survived at 2800, whereas the total number of passengers and crew is about 2200.

The Report Amplified.

In reply to this inquiry the following (Continued from Page Four.)

REBELS TAKE BAVISPE AFTER A HOT FIGHT

Bavispe, Sonora, a small town west of Casas Grandes, has fallen into the hands of the rebels under Capt. Garcia and Reyes, who left Juarez a few days ago to start a campaign, according to the report of the officers sent to Col. Pascual Orozco, military chief of the Juarez district. The town was not surrendered to the rebels until after several hours of severe fighting, and the number of dead and wounded on both sides reached 34.

The town was defended by 100 rurales and volunteers, and the attacking party of the rebels under Capt. Reyes and Capt. Garcia numbered about 90 men. The rebels after several hours' fighting were driven from their positions in the city and evacuated the town.

When the rebels entered victorious into the town they found that 14 of their own men had been wounded and that three of their men had been killed, while the federal loss totaled 11 dead and six wounded.

Three federal prisoners were taken. Besides this, the rebels captured 40 horses belonging to the rurales and 15 Mauser rifles, together with 1500 rounds of rifle ammunition.

As soon as the town was taken, the rebels took control of the mayor's office and appointed men from their own ranks to rule the city. They released 14 prisoners from the jail.

Both of the rebel leaders were wounded in the fight. Capt. Reyes having his left knee shattered by a federate bullet and Capt. Garcia receiving a flesh wound in the back. The wounded have all been taken to Casas Grandes and Capt. Reyes will be brought to Juarez for treatment.

Bacata, a small village in Sonora near Bavispe, also has come under the rebel control of the Juarez detachment. The town surrendered without any fighting.



JUST ANOTHER TIMES FALSEHOOD

Again The Herald Is Called Upon to Correct Times Misstatements.

Safford, Ariz., April 17.

Please correct a statement appearing in the El Paso Times of April 11. Herick and Lawrence, of the Examiner pathfinding car, state that the roads from San Carlos to Duncan are better than portions of the ocean to ocean highway in California. Work is now progressing on the road from San Carlos to Fort Thomas, and the Gila river bridge at Duncan is under construction. An appropriation for bridges at San Carlos is assured. This is the official route and all other routes to the south and west are only branch roads from the main highway.

Graham County Chamber Commerce.

New York, April 17.—Incoming steamships from Europe which have been arriving for the last 24 hours or more, report having passed many large icebergs near where the Titanic was lost. The steamer Niagara said on April 10, in latitude 44-07 and long 50-40, that while steaming through the ice fields the wash of the sea lifted a large block of flint-like ice against the port bow of the Niagara and perforated one plate.

Icebergs are one of three sources of peril to vessels navigating the north Atlantic. The others are fog and derelicts.

In the last 50 years there have been 12 disasters for which icebergs were responsible. A majority occurred off New Foundland and the Grand Banks, near the Titanic's grave.

The list includes:

Ship Lost.	Place.	Year.	Lives Lost.
Canadian	Mid-Atlantic	1833	45
Immigrant Ship	Off Cape Race	1864	158
Vicksburg	Off Cape Race	1869	63
Warrior	Grand Banks	1878	20
North Star	Chart Straits	1881	67
Edmund	Off Newfoundland	1887	29
Valiant	Grand Banks	1897	70
Snow Bird	Cape Race	1898	6
Edinburgh	Grand Banks	1900	8
Islander	Off Alaska	1901	27
Albatross	Mid-Atlantic	1902	67
Titanic	Off Cape Race	1912	1,234

The drift of ice this spring has been further south than for years.